

General Shipbuilding Matters Throughout Canada.

Bridgewater Shipping Co., Bridgewater, N.S., launched the knockabout trawler R. M. Symons, April 7. Her dimensions are,—length over all 126 ft., breadth 26 ft., depth of hold 10½ ft.

Canadian Vickers, Ltd., Montreal, is building two steel cargo steamships for Norwegian owners, each 400 ft. long, 52 ft. broad, 31 ft. deep and 8,300 d.w. tons. The first, the s.s. Tatjana, was launched April 24; the second, s.s. Loch Tay, will be launched early in May.

Canadian Vickers, Ltd., will complete, before the close of navigation this year, two steel cargo steamships, of 6,300 d.w. tons each, for the Norwegian-America Line.

Collingwood Shipbuilding Co., Collingwood, Ont., has received an order from the Standard Oil Co., of New Jersey, for a steel self propelling ship, specially designed for carrying oil in bulk, on the River La Plata. Its length will be 170 ft., beam 35 ft., depth moulded to main deck 10½ ft., deadweight capacity 650 long tons.

Collingwood Shipbuilding Co., Kingston, Ont., intends building a 750 ft. drydock at Kingston, to be ready for business at the opening of the Welland Ship Canal, but as the canal may not be completed for five years, the building of the dry dock will not be started for probably two years, which would leave ample time to have it completed ready for operation concurrently with the opening of the new canal. Arrangements will have to be made with the City of Kingston to remove a portion of the waterworks pumping station from the site desired.

J. Coughlan & Sons, Ltd., Vancouver, B.C.—The first steamship built by this company for private owners, was launched Mar. 25, and named Braheholm by Mrs. S. D. Scott, President of the Women's Canadian Club. The keel was laid early in Dec., 1919, and was originally intended for use by a subsidiary company of the builders, but was sold to the Swedish-American-Mexican Line, Gothenburg, Sweden. She is of steel with cargo capacity of 8,800 tons, and is equipped with triple expansion engine, developing 3,000 i.h.p., for a speed of 11½ knots an hour. Her dimensions are,—length overall 427 ft., beam moulded 59 ft., depth moulded 28 ft. 9 in., draft 24 ft. 2 in.

J. Coughlan & Sons, Ltd. has been incorporated under the Dominion Companies Act, with authorized capital of \$3,000,000, and office at Vancouver, B.C., to take over the business and property of J. Coughlan & Sons, Ltd., incorporated under the British Columbia Companies Act, with power to build, own and operate drydocks, marine railways, shipbuilding plants, etc. The incorporators are: J. J. Coughlan, D. A. McDonald, A. C. Desbrisay, H. A. Bourne and E. M. Williams, Vancouver, B.C. The object of this Dominion incorporation is to place the company in a position to be able to build and operate a drydock under the Dominion Drydock Subsidy Act, it being necessary that a company in receipt of a subsidy shall be incorporated under the Dominion Companies Act.

Davie Shipbuilding & Repairing Co., Lauzon, Que.—Canada Steamship Lines, Ltd., which was a creditor of the Davie Co., for some \$600,000, has taken over the plant for a year, has guaranteed all outside liabilities, amounting to approximately \$2,500,000, and has taken a mort-

gage on the plant. It is said that if, by the end of the year, the Davie Co. is not able to make new financial arrangements, the Canada Steamship Lines will take over the plant. The directors are: J. W. Norcross, President; A. A. Wright, Vice President and Managing Director; Sir David Watson, Vice President; F. S. Isard, Treasurer; C. A. Barnard, K.C., F. H. Markey, K.C., and C. A. Sara. The other officers are: W. L. Murray, Secretary; L. H. Taylor, Assistant Treasurer; J. T. Boissinet, Assistant Secretary; G. D. Davie, General Manager.

The Davie Shipbuilding & Repairing Co. has received an order from Capt. A. Donaldson, Roberval, Que., for the steel framing for a steamboat 90 ft. long over all, for service on Lake St. John, between Peribonka and Roberval.

Foundation Co. of British Columbia, Ltd., Victoria, B.C., is offering for sale the whole or any part of its plant and equipment at its wooden shipbuilding yard on the old Songhees Reserve, comprising shipbuilding equipment, wood working machinery, machine tools, donkey engines, hoists, compressors, derricks, buildings, general lumber and fire equipment.

Freeman & Giffin, Isaacs Harbor, N.S., have completed the tern schooner Ena Moulton for R. Moulton, Burgeo, Nfld. Her dimensions are,—length 127 ft., beam 28.5 ft., depth 11.4 ft.

New Westminster Construction & Engineering Co., New Westminster, B.C. It is reported that a deal has been practically concluded for the sale of this company's shipbuilding plant at Poplar Island, to Haley and Christian. The yard is at present in possession of the latter parties, who are overhauling the s.s. Comox for service in the Mexican coasting trade. This steamship, it is stated, is being practically rebuilt, much of the hull plating, framing and decks being replaced and new engines installed. The work will, it is said, be completed during June. This shipbuilding plant is one of those which was equipped for the construction of wooden steamships during the war.

Prince Rupert Drydock & Engineering Co., Prince Rupert, B.C. The litigation between the Erb and Mullen interests in connection with the control of this property, have been concluded and an agreement made whereby Newman Erb, of New York, has acquired all the rights and interest owned by J. L. Mullen, of Pittsburgh, Pa., and his associates, for \$75,000. This gives him complete control of the lease of the drydock and shipbuilding plant at Prince Rupert, from the Grand Trunk Pacific Ry. We are advised Mr. Erb is negotiating with several oil companies in New York and Holland for the building of 20 oil tank steamships at an approximate cost of \$36,000,000. As soon as this matter is arranged, work is to start on the construction of 2 additional ways at Prince Rupert. These will have about 75 ft. centres, and the company expects to employ about 1,500 men. It will also build at least 200 houses each to accommodate a man, wife, and two children.

T. Thurston & Son, Port Stanley, Ont., launched a fishing tug, Demijohn, for H. Woolatt and J. Anderson of Windsor, Ont., Mar. 27.

Tidewater Shipbuilders Ltd., is reported to have closed down its shipbuilding plant at Three Rivers, Que., Apr. 19, on

account of a strike. Laborers are demanding 70c an hour, machinists 90c an hour, and double time for over time.

Ocean, Coast, Lake and River Steamship Officers for 1920.

The following appointments made by Canadian companies engaged in navigation, for their various steamships and tugs, have been reported to Canadian Railway and Marine World, in addition to those given in our last issue. The first column contains the names of the ships, the second those of the captains, and the third those of the chief engineers:

Butler Freighting & Towing Co., Victoria, B.C.		
Grainer	W. B. McCartney	A. Pike
Canada Steamship Lines, Ltd., Montreal.		
Cape Diamond	W. Gagne	O. Bonin
Cape Eternity	M. McKay	N. Crepeau
Cape St. Francis	M. MacDonald	A. Chayer
Cape Trinity	J. Henderson	J. A. Boulanger
Modjeska	N. McGlenon	C. Kniffen
Quebec	J. E. Kane	J. Matte
Rapids Queen	A. Mondor	G. Gaynon, Jr.
Three Rivers	E. A. Booth	E. McDonald
Toronto		T. Crossby
White Star		
Canadian National Rys. Car Ferries Service, Moncton, N.B.		
Prince Edward Island	J. L. Read	J. A. Sutherland
Scotia No. 2	L. R. Maguire	J. Anderson
	A. Keating	J. Campbell
	W. Brophy	E. Morrison

Coast Steamship Co., Vancouver, B.C.		
Celtic	J. Finlay	T. Devereux
Clansman	R. W. H. Lloyd	G. Williams
Coaster	M. F. MacDonald	W. Snowdon

Coastwise Steamship & Barge Co., Vancouver, B.C.		
Amur	S. Snoddy	R. Middlemass
Anyox	W. F. Spormen	W. E. Tarbox
Baroda	A. Cameron	G. Nutter
Cocquiltam City	H. Dexter	W. Allison
John Fairchild	A. McCartney	S. Bridge
Granby No. 1	J. E. Moore	J. Reid
Granco	H. A. Neddin	T. Hardy
Henry Villard	C. B. Hughes	C. Carlson
John C. Potter	E. Fulton	T. Hughes
Louisiana	R. B. MacRae	R. Bruce
Marmion	J. McNaughton	A. Findlay
Tartar	T. Thomson	E. Equist

Consolidated Whaling Corporation, Victoria, B.C.		
Black	W. Balcum	— Hornibrook
Blue	J. Anderson	— Martinson
Brown	K. Halvorsen	J. Brice
Green	S. J. Sivertsen	— Atkins
Orion	J. Andersen	A. Peppler
St. Lawrence	J. R. Arvesen	J. McCrae
White	J. Christian	J. S. Parker
William Grant	W. Heater	— Hampton

Grand Manan Steamship Co., Grand Manan, N.B.		
Grand Manan	W. W. Hersey	J. Cowie
Keenan Towing Co., Owen Sound, Ont.		
Keenan	G. Hindman	A. Kenny

Maritime Salvage & Wrecking Co., Montreal.		
Eleanor	J. Norman	A. McDonald
Maggie Marshall	J. A. Williams	J. Anderson
Province	T. Bare	J. Boyd
Sarnia City	J. Livingston	G. Eisner

Niagara, St. Catharines & Toronto Navigation Co., St. Catharines, Ont.		
Dalhousie City	G. W. Blanchard	J. H. Brown

North Vancouver Municipal Ferries, North Vancouver, B.C.		
North Vancouver No. 2	R. R. Spicer	D. Becker
	W. Fatke	

North Vancouver Municipal Ferries, North Vancouver, B.C.		
North Vancouver No. 3	W. J. Spracklin	W. McLaren
	I. B. King	

Peninsula Tug & Towing Co., Warton, Ont.		
Crawford	J. Preston	R. H. Isbester

Pennsylvania-Ontario Transportation Co., Cleveland, Ohio.		
Ashtabula	C. F. Meyers	S. M. Sylvester

La Traverse de Lachine Ltée, Lachine, Que.		
Hebron	J. B. Couillard	E. Marchand

Rob G. Weddell, Trenton, Ont.		
Aurelia	M. Palmeter	Jas. Norris
M. Sicken	B. Bowen	Jas. Robertson
Minitaga	H. Davidson	W. McInnes
Rob G. Weddell	J. Pratt	John Urquhart

West Vancouver Municipal Ferries, West Vancouver, B.C.		
Doncella	A. N. Edwards	J. A. Davis
Sonrisa	D. O. Lunn	R. W. Pine

West Vancouver Municipal Ferries, West Vancouver, B.C.		
West Vancouver No. 5	J. Watson	H. L. Thomson

Terminal Steam Navigation Co., Vancouver, B.C.		
Ballena	J. A. Cates	A. Pirie
Bowena	F. W. Gilbert	W. Williamson